

INDOT Long-Range Plan Development Coordination Meeting Notes

Meeting with the Vincennes District

Conducted at the Vincennes District Offices, May 12, 2006

10:00 A.M. to 11:00 A.M.

In Attendance: *Sam Sarvis, Vincennes District Director*
John Curry, Vincennes District Planning Director
Khalil Dughaiash, Vincennes District
Calvin Evans, Vincennes District Local Assistance
Pam Drach, Vincennes District Program & Budget Manager
Steve Smith, Manager – INDOT Long-Range Planning Section
Jay Mitchell, Planner – INDOT Long-Range Planning Section
Emmanuel Nsonwu, INDOT Urban & Corridor Planning

Steve Smith began the meeting with a quick review of the meeting's agenda. The four primary meeting components were:

1. A review of the INDOT Long-Range Plan, concentrating on projects for District and MPO in the 2006 to 2016 time frame.
 - A. Projects in the 2006 to 2015 Major Moves Program (The September 2005 draft listing)
 - B. Review of Candidate 2016 IPOC projects and preliminary priority evaluation
 - C. Identification of any projects in the 2006 to 2015 time frame that are not in the Major Moves Program or not a Candidate 2016 IPOC project.
2. Discussion of IPOC scoring process and opportunities to provide information to assist scoring and evaluations.
3. Review of Statewide Mobility Corridor System and proposed Access Management Guidelines.

Background - 2016 IPOC Candidate Projects: - The Indiana Planning Oversight Committee (IPOC) was developed in 2005. IPOC is the guiding force for the development of the Ten-Year Highway Production Plan, a subset consisting of the first ten-years of the INDOT Long-Range Plan. The first fully funded 10-year highway production plan is called the *Major Moves Plan*; it covers the period 2006 to 2015. As originally envisioned, the process is intended to move forward from-year-to-year. As the 2006 fiscal year is completed, the 2016 fiscal year is added. The 2016 IPOC candidate projects are those projects listed in the INDOT Long-Range Plan with ready-for-contract dates of 2016. They can also be made up of projects which the District has identified as significant and in which they submit as candidates for evaluation and consideration for the 2016 fiscal year. Candidate projects are first identified, applications are then submitted and the projects are then scored according to the IPOC protocols. Their ultimate placement in the Ten-Year Production Plan depends upon the project's score and funding availability projected for the fiscal year. The IPOC candidate project process is an annual process; next year,

candidate projects for fiscal year 2017 will be evaluated and considered and then submitted to the IPOC Committee for inclusion into the ten-year production plan.

For fiscal year 2016, six added capacity project applications were submitted for the Vincennes District:

1. An Interchange Modification at I-164 and SR 57 (The Elberfeld interchange).
2. Added Travel Lanes on US 50 from the east end of the Washington Bypass to US 231 in Loogootee.
3. New Road Construction for SR 64 South of Princeton from US 41 to the new I-69 at Oakland City.
4. Added Travel Lanes on SR 66 from SR 165 in Wadesville, Posey County eastward to the end of the four-lane cross-section.
5. Added Travel Lanes on US 41 from the I-164 interchange to Virginia Avenue in Evansville.
6. Added Travel Lanes/Interchange Modification on SR 62 (Lloyd Expressway) from the west end of the Pigeon Creek Bridge to Rosenberger Avenue in Evansville.

Two other applications were submitted for preservation:

1. Reconstruction on SR 54 from US 231 to the new I-69 alignment, and
2. Reconstruction on SR 61 from SR 241 to the new I-69 alignment.

Regarding the two reconstruction projects, the Long-Range Planning Section explained that reconstruction projects are not reviewed and scored by the Office of Urban and Corridor Planning and that the two projects would be turned over to the appropriate preservation review committee for further analysis. The District Director responded by noting that when the two projects were submitted, it had not fully determined whether or not added travel lanes would be required but that they were submitted because the District saw the need for improvements along these two corridors.

2016 IPOC Candidate Projects:

I-164/SR 57 Interchange Modification: The driving concept for this proposed project is the need to modify the interchange to tie into and accommodate a new north/south connector road that will restore and improve interstate access to the Town of Elberfeld and the new Warrick County industrial park. This candidate project is the result of an I-69 mitigation concept/proposal intended to compensate Warrick County and the Town of Elberfeld for the anticipated loss of interstate access at the current I-64/I-164/SR 57 interchange which will be reconfigured to tie into the new Interstate 69. The District Director went into detail to explain the economic benefits that could be derived from this project. The project represents INDOT's new emphasis on customer service through a cooperative arrangement where INDOT and the Warrick County would partner together to construct a new County connector road that will tie into the modified interchange. In addition to getting this project into the production plan as a 2016 project, the District Director suggested that this project might later become a prime candidate to move up in the program in response to the economic development that will be occurring at the new Warrick

County industrial park. The industrial park is strategically located at the intersection of two interstate facilities, I-64 and I-69.

The District Director outlined a schematic showing the three interrelated components to this project: 1) the I-164/SR 57 interchange modification 2016 candidate project, 2) The new Warrick County connector road and, 3) the I-64 flyover bridge connecting the new Warrick County road to the industrial park north of I-64. Each of these components is dependent upon the other components. The new Warrick County connector road is the linchpin that will successfully tie the other two components together.

US 41 from I-164 to Virginia Avenue: This project is included in the INDOT Long-Range Plan with a ready-for-contracts date of 2016. It therefore becomes a candidate as a 2016 project. Both the Vincennes District and the Evansville MPO have long supported the call for added travel lanes on US 41. While there remains some concern as to the actual need to add capacity along this segment of US 41, the preliminary project scoring appears to support the District and MPO's contention that added travel lanes are indeed needed for this project.

SR 62 (The Lloyd Expressway) from the west end of the Pigeon Creek Bridge to 0.25 miles east of Rosenberger Avenue: This project is the next (second) stage of a series of planned improvements to the Lloyd Expressway that were intended to upgrade the roadway from Fulton Avenue to the University of Southern Indiana interchange. The project had been placed in the INDOT Long-Range Plan with a 2009 Ready-for-Contracts date. It was not however included in the draft Major Moves 2006 – 2015 Major New Highway Construction Plan. Instead, the first segment from 1st Avenue to the Pigeon Creek Bridge was included in Major Moves. The next available production year in which this project could be considered is the 2016 production year. Accordingly, this project has been included as a 2016 candidate project. Project scoring and available budget will determine whether or not this project is ultimately included in the 2016 Major Moves production year.

SR 64 from US 41 to Oakland City: This is a 2016 candidate project was submitted by the Vincennes District in response to industrial development on the southwest side of Princeton and as a potential improved link between US 41 and the new I-69 and Oakland City. The preliminary vision for this project is a new roadway (SR 64 bypass) to the south of Princeton and Francisco connecting back to the existing SR 64 alignment where the roadway will be improved to the new I-69 and Oakland City. In recent years and in response to the Toyota manufacturing facility in Princeton, new industrial development, much of which is related to the Toyota facility, has occurred on the south side of Princeton near US 41. Additionally, new coal mining operations are in start-up mode in Gibson County to the west of this proposed project.

SR 66 from SR 165 at Wadesville in Posey County to 6.71 miles east of SR 165: This project is included in the INDOT Long-Range Plan with a Ready-for-Contracts date of 2026. The Vincennes District submitted an application for this project as a 2016 candidate because it saw a need to advance the project in the plan.

US 50 from the east Washington bypass to US 231 in Loogootee: This project is included in the INDOT Long-Range Plan in the form of three projects from the Washington bypass to east of US

231 in Loogootee, ready-for-contract dates of 2014, 2017 and 2019. The District would like to see this project built as an added travel lanes project to continue the current 4-lane divided highway eastward to US 231. This would provide an excellent east-west link between the new I-69 to the improved US 231 alignments to the east.

Projects included in the draft Major Moves Program and Projects Listed in the INDOT Lin-Range Plan 2017 – 2030: A list was provided that included all of the INDOT Long-Range Plan projects, identifying whether or not they were included in the draft Major Moves Plan, whether they were 2016 candidate projects or projects listed from 2017 – 2030. In addition, a draft initial scoring for all of the projects in the out-years 2017 to 2030 was provided. As part of the INDOT Long-Range Plan update, the first ten years of the plan would be the Major Moves: Major New Highway Construction Plan. The balance of projects from 2017 to 2030 would undergo a scoring process similar to IPOC and then be placed into the plan update based on their scores and the anticipated budget level of funding. The two lists were reviewed by those present.

Review of Statewide Mobility Corridor System and Access Management Guidelines: Steve Smith said that INDOT was in the process of reviewing and updating its Statewide Mobility Corridors. He invited the District to review the corridors and to make any suggestion for changes. Since the allotted time for the meeting was running short, Mr. Smith said that the District could review the maps later at its convenience and e-mail any suggested changes to him at a later date. Suggested changes would be taken under advisement as the corridors were updated.

Access Control: Again, since the allotted time for the meeting was coming to a close, Steve Smith handed out a copy of proposed access management guidelines and asked that they be reviewed. Responses and suggestions could later be turned in.